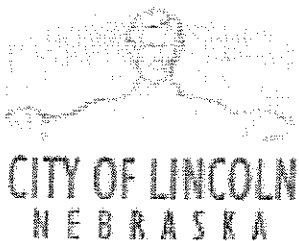


M e m o r a n d u m

To: Steve Henrichsen, Planning Department
From: Dennis Bartels, Engineering Services
Subject: Proposed Comprehensive Plan Amendments
Date: October 10, 2006
cc: Randy Hoskins
Mike Brienzo
Brian Kramer

Development Services has reviewed the proposed private citizen amendments to the Comprehensive Plan and has the following comments:

1. Southwest Corner of 84th and Adams (North 40 Plaza) - This proposal to add commercial to this corner will increase the need to address paving of Adams Street between 70th and 84th. The present plan shows a "3 lane" width for Adams. The traffic study submitted with the change of zone for this application shows traffic numbers that suggest 4 lanes plus turn lanes as this property and already approved areas develop. The change to commercial from residential does not affect existing or planned sewer or water facilities.
2. East Side of 84th at Adams - This change to designate this area from neighborhood to community commercial will potentially increase traffic numbers on Adams and 84th. It potentially moves up the need for the 6 laning of 84th and brings into question the adequacy of the Comprehensive Plan identified improvements to Adams west of 84th.
3. AGR Designation at 82nd and Roca Road - Development Services has no comment.
4. 56th and I-80 - Development Services agrees with Planning's recommendation to leave as Priority B unless or until the questions are answered about the environmental issues and infrastructure availability and funding questions (i.e. paving of North 40th and Bluff Road) are accounted for.
5. Horning Lane, South Beltway to Saltillo, 56th to 70th - If this land is moved into the future service, I would recommend that it be Priority C at the earliest. The sewer information provided does not show that sewer can be extended to 70th. No other infrastructure needs have been addressed.
6. Southwest 12th and West Denton to Tier 1 Priority A - The Cardwell Branch Trunk Sewer is not shown extended west of Southwest 12th. Until the city shows extending the trunk sewer and other property that can use the extended trunk, I do not see why this property should be moved up in priority.




Public Works and Utilities Department

MEMORANDUM

Date: October 16 2006

To: Stephen Henrichsen, Planning

From: Mike Brienzo, Transportation Planning 

Subject: *Comments on Proposals & Changes for the Planning Commission Review Edition of the Comprehensive Plan*

Copies To: Karl Fredrickson, Roger Figard, Randy Hoskins, Dennis Bartels, Virendra Singh, Marvin Krout, Kent Morgan, David Cary

Public Works Department: Engineering Services has reviewed the Proposals and Changes to the Planning Commission Review Edition of the proposed 2030 Comprehensive Plan (10/6/06) and is offering a few comments.

Proposal #1. Designate the southwest corner of 84th Street & Adams Street (the North 40 Golf Course, approximately 22 acres) as commercial.

This is located within a rapidly growing area with limited roadway capacity. Preliminary review shows the current access is off Adams Street which is a rural two lane road and in the proposed Transportation Plan as a two plus center turn-lane (2+CTL) facility. This road would not be able to accept the demands from 22 acres of additional commercial development. This development will be asking for access on 84th Street which was purchased by the City. This added traffic will place additional strains on both Adams Street and North 84th Street which are not considered a priority for proposed improvements.

Proposal #2. Change the designation of the Prairie Village North PUD to the northeast of 84th Street & Adams Street from two Neighborhood Commercial Centers to one Community Commercial Center and one Mixed Use Office Center.

The Public Works Department generally supports "Towncenter" Concept Plans, "Walkable" Community Centers and "Mixed Use" developments. However, staff has concerns with further intensifying land uses within this rapidly growing area. Roadway system capacity is limited and the addition of another 200,000 to 300,000 s.f. of commercial space is expected to further deplete existing system capacity. The proposed Transportation Plan shows North 84th Street as a future 6 lane facility but these improvements are not considered a priority for programming. This development is also expected to negatively impact Adams Street which is limited in the Transportation Plan to a two plus center turn-lane (2+CTL) facility. If this is approved, the recommendation in the Transportation Plan for Adams Street, 70th to 84th Street is for 4 + turn lanes.

Proposal #3. Designate the property located at the northwest corner of 82nd Street and Roca Road as Low Density Residential. (Alan Baade property, approximately 119 acres)

Long Range Transportation Planning and Engineering has no comment.

Proposal #4. Change the designation of the western portion of the area between North 40th Street and 56th Street, I-80 to Bluff Road from Priority 'B' to Priority 'A'.

Identification of this area as Priority 'A' is premature because it lacks urban facilities to directly serve this area and we are currently unable to place any improvements in the 6 year Lincoln Capital Improvement Program (CIP).

Proposal #5. Change the designation of the land generally from 56th to 70th Street between Saltillo Road and South Beltway which includes approximately 35 acres changing from Tier 2 to Tier 1: Priority 'C' and 51 acres changing from Tier 2 to Tier 1: Priority 'B'.

We generally accept all proposed residential land use developments and this appears acceptable if it can meet the test of receiving future urban services. The roads directly serving this area are rural in character and the South Beltway is still several years from completion (estimated at 10 years). Development can not take place before infrastructure can adequately serve the area. Tier 1: Priority 'C' at the earliest.

Proposal #6. Change the southwest corner of S. W. 12th Street and West Denton Road to from Tier 2 to Tier 1: Priority 'A'.

Proposed residential land use developments are generally acceptable if they can meet the test of receiving future urban services. West Denton Road is currently a rural asphalt surfaced road directly serving this area and is programmed for further improvements within the County system. Concern is that this develops before infrastructure can adequately serve the area. A Tier 1: Priority 'C' at the earliest.

Proposal #7. Include various changes to County land use plan to reflect the Hickman Comprehensive Plan.

Long Range Transportation Planning and Engineering has no comment.

If you have any questions or need additional information, please feel free to contact me in the Public Works & Utilities Department at 441-6369.